



Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

From the President

Our March meeting was held at Vintage Racing Motors in Redmond, WA and was attended by nearly 30 people! Owner Byron Sanborn treated us all to a tour of their shop and meticulously described the attributes and specifications of the many diverse vintage race cars they are working on. Many thanks to Wayne and Sharon Reuter who arranged this meeting for us.

The April meeting is being hosted by Max and Kathryn Pahmeier on April 20 at their home in Snohomish, WA. You all should be getting emails announcing this and please rsvp to them so they know how much food to have available. (Email: pahmeier@comcast.net or phone: 360.668.1303) Dr. Larry Atkisson or Max will once again provide a tech tip demonstration to help advance our abilities to be more DIY'ers. The meeting will begin at 11:00am, lunch served at noon and tech tip/meeting to follow.

In May we will be meeting in Edmonds at the home of new Tiger owner and PTC member Greg Oliver. More details to be forthcoming.

We are promoting our **August 10th** meeting as our premier, "***Rootes on the Road***" summer outing. The morning will start with a rendezvous in Hansville and then tour the peninsula where we will stop at Indian Island

Park. We will then caravan back to the home of Larry and Linda Atkisson for food, meeting, general socializing and relaxation. I am hopeful that the weather will cooperate and that you all will get your cars out and participate with the group. We are working on some possible prizes and or give a ways for those who attend. I know how full the summer can get so please mark this date on your calendars to make this a well-attended event. There will be email promotions for this and our other meetings throughout the spring and summer.

Dunn for now.

Secretary's Report

Meeting held at Larry and Linda Atkisson's home in Hansville, WA

Meeting called to order by Dave Dunn: 9-2-2013

To open the meeting, Dave described the January meeting at the Museum of Flight. About ten to twelve members attended a one hour tour of the facility. Budd was impressed with the Concorde and the retired Boeing 707 that was used as the presidential plane.

New member Greg Oliver was introduced. The purchase of his Sunbeam Tiger is a very interesting and convoluted story, which we may read about in a future newsletter.

Old Business: none

New business: none

Future events discussed:

- May 11th - the club will meet at Greg Oliver's home in Mukilteo
- June - the club will meet on Camano Island at the home of Dan and Cindy Kuenzi and a drive around the island is possible.
- July - the club will tour Anacortes, WA, coordinated by the Jewell's
- August 10th - BBQ at the Atkisson home and drive to Indian Island

Membership report: Budd Bennion reported the club was holding steady at about 80 members.

After the meeting, Larry Atkisson demonstrated taking apart and refurbishing sunbeam seat rails.

Meeting was adjourned: Minutes by Jim Clark

Laps from the Past

March, 1993: Budd Bennion finds three Huskies and one Alpine in Quito, Ecuador. Club membership stands at 88, with 62 of those from Washington State. In the classifieds is a 67 Sunbeam Minx for \$850, for sale only to a good home. A really good buy appeared to be a V6 and the conversion kit to install in an Alpine for \$650. SNW XIV in 93 was in Centralia. Registration was \$70 (which isn't much different from today), but additional banquet tickets were only at \$14.

April, 1996: President Dunn reports on his (and Tom Bennett's) attendance at the Pacific Rim Proformance driving school. If Dave thought turn 1 could be scary in a Neon, he ought to try it with a short wheelbase Tiger. The April 96 issue of Classic and Sportscar Lists the 100 greatest classic cars ever as voted on by a panel of 200 experts. At #67 was the Tiger and at #100 was the Sunbeam Rapier. #1 was the Mini-Cooper. Oh well. We have a practice autocross at the Chehalis Airport, to get ready for SNW. \$15 fee to run all day. SNW XVI is back in Centralia.

March, 2000: Announced the TU XXIV is back at Grants Pass, OR. Our Feb club meeting was at Performance Coatings in Auburn. I know several members have used their services since. Membership is up to 96. Brett Simpson's JAL 1 is featured on the back page. This was the first car produced on the Jensen assembly line.

April, 2003: Word got out at the last minute that Paul Allen had purchased the historic Series VI Alpine. This prototype was joining Allen's extremely rare 1960 Rootes Group Shooting Break. President Bennion arranged for a tour of Allen's Rootes collection. The newsletter is asking for email addresses so we could send out last minute updates.

Seems like we are still trying to get those addresses. "You," take a moment and let your club know your current email address.

April, 2006: Craig Burlingame leads the club on the Spring Dash, which starts in Snohomish. This is touted as a good tune up for the Tulip Rallye later in April. T5 5 speed conversions for the Tiger are offered \$2250 for the conversion plus \$1395 for the T5 itself. A freshly restored Alpine V was sold on EBay for \$23,200, possibly the highest price ever paid for a standard Alpine at the time.

Thanks: Kevin Jewell

32nd Annual TULIP RALLYE



APRIL 20, 2013 THOMAS H. WHITE

Sponsored by the MG Car Club NorthWest Centre

For the past 31 years, the MG Car Club Northwest Centre has hosted the Tulip Rallye, an automobile tour of the Skagit Valley region of Western Washington State. This year, on April 20, 2013, the rallye will start in the Mount Vernon area, but you never know where it may take you from there. Through colorful tulip fields, windy country roads or scenic shoreline drives, it's everything you need for a beautiful daytime tour of the region.

We have designed this event so that each car club, with a minimum of five cars entered, will be eligible for a first place prize to be awarded to the top performer within their club. Participants not associated with a particular car club will compete in the "open" category.

The Tulip Rallye is **not** a time/speed/distance event. It is intended to be a fun, light hearted gimmick rallye with trivia questions written into the tour guide. It's fun for the whole family. Some clubs now make this rallye their April driving event.

There are restaurants along the tour route, but they are often very crowded, so we recommend that you pack a picnic lunch to eat along the way.

We look forward to your, and/or your club's, participation in the 32nd Annual Tulip Rallye. For your convenience, we have attached the entry form.

Thank you, and please feel free to contact me with any questions.

Toni Beidler
Event Committee
(360) 412-0877
tonibeidler@comcast.net

2013 Executive and Officers

President: Dave Dunn

ddunn@andoverco.com

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Secretary: Jim Clark

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904star@centurytel.net

Chairpersons

Activities: Larry & Eileen Ingersoll

Laingersol@aol.com

Membership: Budd Bennion

budd.bennion@comcast.net

Historian: Brett Simpson

brsjal1@comcast.net

2013 EVENTS CALENDAR

- Apr 20 - Tulip Rallye see ad.
 - PTC meeting @ Max & Kathryn's place

- May 11 PTC Meeting at Greg Oliver's home

- May 18 ABFM Van Dusen Gardens, Vancouver, BC

- July 27 ABFM Bellevue College
 Check out abfm.com

If you know of other events we should be listing, please contact our activity chairs, Larry & Eileen Ingersoll.

Tour of VRM

On March 10th we were treated to a tour of Vintage Racing Motors (VRM) in Redmond, WA. Our guide was Byron Sanborn who is an owner and who helped found the business in the late 80's. Byron is well known in vintage racing circles for both his driving ability and his vast knowledge of the race cars. VRM specializes in restoring, maintaining and perform race preparation services for vintage race cars.

The tour started with Byron describing a fuel injection system that had been installed on a customer's Sunbeam Tiger MK II. The system was quite well adapted without having to alter any sheet metal or drill any non-stock holes anywhere. (President's note: this MK II was previously owned by PTC members Larry & Linda Atkisson) The current owner reports he can jump in the car and it fires right up, no cold starts!

The following is a list of some of the cars we viewed and a brief description.



1953 Aston Martin DB3S: 3.2 litre inline 6 cylinders, only 30 built, weighs approximately 2,000 lbs.



1964 Formula 1: The car was a product of British Racing Partners (BRP). There were only 2 of these built.

Raced by Innes Ireland and Sterling Moss. 1.5 litre V8, 240 HP, revs to 10,500 RPM. Weighs about 1,200 lbs with fuel.



1967 McLaren: The first purpose built McLaren race car. 3 litre BRM V12. Raced by Bruce McLaren and Denny Hulme. McLaren is anxious to purchase this car for their collection.



1966 Ford Falcon Group 2 racecar: Raced in Europe by Allan Mann Racing.



1953 Allard J2X:

Powered by a Chrysler 354 Hemi. Quick change rear end. 400 HP, all aluminum body.

Byron described more details and specifications of these and other cars we viewed, however I couldn't write fast enough to give you more information. I know we all could stay and listen for hours and still not get all the facts that Byron can recite on these cars.

This was very informative and certainly was interesting to see the diverse collection of cars that were on hand at VRM. Thank you Wayne & Sharon Reuter for arranging this for the club.

Dave Dunn

TIGER SIGHTINGS

1. The Spring, 2013 issue of America's Car Museum (LeMay) "Open Road" has an article on what is purported to be Don Adams personal Tiger. Many have seen this red Tiger, until recently owned by Robert Bridgeford of Sisters, OR. According to the article there were three Sunbeams. The studio MK I, Adams' personal car, a MK IA, and the Alpine Series V which was the machine gun car. Although the article includes a lot of anecdotal documentation, the only significant real documentation is a copy of a 1967 California title that lists Don Adams name, but with an address c/o his accountant. The article says this car is now in Texas being converted to a race car. The Ser V gadget car is in Arkansas and the studio Tiger hasn't been seen in 40 years. What do you think?

2. In the Mary, 2013 issue of "Road & Track", Peter Egan is even more history trivia based than usual. His column about "The Eternal British Revival" takes us back to the 1960's (Peter's formative years) for yet another journey into all the things British that impacted

us then. From English Leather (yes, we all probably had a bottle of this) that was actually made in New York, to the Beatles, The Stones, Twiggy, Hayley Mills, Diana Rigg. When Peter finally gets to the important stuff (cars) he mentions some of our favorite drivers of the era, Moss, Hill, Stewart, Salvadori and down under transplants Brabham & McLaren. Sunbeam Alpines and Tigers are two of the featured significant cars of that English era.

Thanks: Kevin

Pacific Tiger Club

Meeting: April 20, 2013 @ 11:00 AM

Place: The home of Max and Kathryn Pahmeier

Lunch will be served around 12 plus or minus. Meeting and garage tour to follow. Tech talk? Our ph. is 360-668-1303. e-mail pahmeier@comcast.net.

Member Profile

I had been searching for B9471102, a 1965

Mark 1A, for almost 25 years, finally tracking it down in California and bringing it back to the Pacific Northwest. I knew the car from my childhood in 1970's & 80's Spokane. The car was owned by a close family friend and I spent many hours riding in it as a kid and then later working on it, washing it, etc., and I even learned how to drive a manual transmission on that car! After I left town for college the Tiger was sold shortly after to a fellow in San Francisco, who promptly turned around and sold it again in a couple of weeks. He was clearly intent on making a buck more than he was on owning a Sunbeam Tiger. Because of that I lost track of the car.

Years later my fond childhood memories of that Tiger prompted me to search for it. I wanted to know where it was, was it being cared for & enjoyed, etc. It took nearly a quarter century of sleuthing but I finally tracked it down, and much to my surprise the owner was thinking about selling it but hadn't put it up for sale yet. So I got lucky with the timing. And after learning about my childhood history with the car and viewing many photo albums filled with my Tiger memories from the 70's & 80's, the owner said that he couldn't dream of selling it to anyone else. So last summer the same exact Tiger from my childhood in Spokane, B9471102, came home to the Northwest, and it will never leave my sight again.



The Tiger was TAC'd in California a few years

back and is mostly stock with only a handful of minor mods. Back in 1969 the original engine was swapped for a 302 which has been rebuilt over the years with custom pistons & rings, a Demon carb & MSD ignition added, a new & improved radiator, etc., and it has a newer instrument panel & gauges, tonneau cover, larger wheels, and a few other upgrades & mods.



I'm looking forward to PTC events and activities and getting lots of tips & advice from my fellow members!

Greg Oliver
Mukilteo

We need your help! If you know of any Sunbeam Events, please contact your Activities Co-coordinator and we'll get it in the newsletter.

Want to avoid mail delays? Receive your next issue of the PTC Newsletter emailed to you on-line. Contact us at Tiger2@telus.net with your email address

PTC Newsletter: by E-Mail?

Do you wish you got your newsletter earlier? Well, we can solve that very easily. If you are willing to receive your newsletter via email, we can probably save at least a week in the time it takes for you to get the newsletter. That week

is what it takes us to print the newsletter, collate, and mail. Sound good? Simply confirm with our newsletter editors your current email address to: (tiger2@telus.net). Not only will you get the info earlier, but you will help the club control our costs.

DO WE HAVE YOUR CURRENT ADDRESS AND EMAIL? HELP US KEEP OUR RECORDS UP TO DATE AND SEND YOUR CHANGES TO BUDD OR THE EDITOR.

Profile your car!

We would like to have a profile of your car, even if everyone knows who you are. Please email your profile to Mike & Kathryn. New to the PTC, Let us know the details, as we would like to do a feature article on your car!

We want to hear your great stories! Do you have a great story to share? Send us the details with your photos. Let us know!

I entered a contest sponsored by the SAOCA that had a raffle for a Colortune. This is the gadget that allows one to expertly tune their cars. I won the raffle.

I will make it available to all PTC members free of charge. I will bring it to the next couple of meetings for borrowing for up to a month - to be returned at the next meeting.

Ed Erikson

Interesting read.
Check out the find from Vancouver BC.
<http://www.race-cardrivers.com/shop.htm>

Thanks: Bob

In the event that you are trying to find "real" gas in the northwest, Jim has found an interesting link
<http://www.buyrealgas.com/Washington.html>

Stolen Tiger alert from Norm Miller:

<https://skydrive.live.com/?cid=b63ea59c60ac1d44&resid=B63EA59C60AC1D44!385&id=B63EA59C60AC1D44%21385&sff=1>

No English dictionary has been able to adequately explain the difference between COMPLETE and FINISHED. However, in a recent linguistic conference held in London, England, and attended by some of the best linguists in the world: Samsundar Balgobin, a Guyanese, was the clear winner.

His final challenge was this: Some say there is no difference between COMPLETE and FINISHED. Please explain the difference between COMPLETE and FINISHED in a way that is easy to understand.

Here is his astute answer: "When you marry the right woman, you are COMPLETE. But, when you marry the wrong woman, you are FINISHED. And when the right one catches you with the wrong one, you are COMPLETELY FINISHED!"

Kevin Jewell

Tech Tip

This message forwarded by the Hillman List.
Dec 2002, applicable to Hillmans and Alpines.

Following up the thread that was running a couple of days back about detergent vs. non-detergent oils I did some research including contacting tech departments at Shell, Castrol and BP.

First, the term 'detergent' does not mean the oil has washing-up liquid added. It refers to a property of the oil, namely an ability to keep insoluble particles (like sludge) in suspension (rather than deposited somewhere). Certain additives are used to give oil this property, but they're not what we think of as 'detergents'. Next, foaming or frothing is a potential problem with both detergent and non-detergent oils, so both have 'anti-foam' agents added. To quote BP " the defoam is there to prevent oxygen build up which occurs from circulation It is not present to reduce the effects of detergency. Too much oxygen in any lubricating system will reduce the lubricating effects of the oil causing premature wear." So it seems that potential foaming is not the reason for not using detergent oil in trannys. What then is? Well, Shell ignored the question. Castrol thought it might be"because back in the '60s it was considered best not to emulsify any water that got into the transmission". BP said" There are several reasons why non-detergent oils are recommended, the main reason is that non-detergent oils are also very low in other additives such as zinc and calcium. Zinc and calcium can cause premature wear of certain components which may have been used in the gearbox."

If you want to learn more about oils, this site has a dictionary of oil terms.
<http://www.oilanalysis.com/dictionary/default.asp>

The 3 oil companies I contacted (from links at their websites) all responded within 24 hours (Castrol within 30 minutes). There recommendations for these transmissions were:
BP - Vanellus C Mono 30 or Power Multigrade MO or Visco 2000
Castrol - CRB 30
Shell - Lawn 4

Thanks: Budd

Renewing your membership?

Members are asked to please send all membership correspondence to Budd at: 14720 30th NE, Seattle, WA. 98155 (206)364-8478 or via email:

budd.bennion@comcast.net.

Annual Membership fee \$32.00 US/35.00 for foreign members.

Canadian Funds Payment to PTC

We ask each Canadian member to calculate the current exchange rate into US funds. Example: dues today \$35.00USD=38.50 CAD (based on 10% exchange rate)

Make payment payable to Pacific Tiger Club and we will process via our bank. Exchange rates are constantly changing. For assistance you may use the following website:

<http://www.xe.com>



Thanks: Kevin

Need a roll bar for your Sunbeam Alpine or Tiger? Check out

<http://www.autopowerindustries.com/applicationlist.asp>

Thanks Budd

For Sale

1. **1966 Sunbeam Alpine S-V** I purchased this darling car in May, 2006 from the original owner; the car is road-worthy and just had a complete overhaul of the Stromberg Carburetors and the brake system including an upgraded Brake Servo unit. The car is the original color of 39-Carnival Red; the car was repainted (the original color) in the mid-1980's by the original owner. The body is straight; the previous owner's wife put a few dings in the right rear quarter panel and bent the bumper (see photos). The VIN matches the chassis. I had a custom header put on the car in 2008 because the original exhaust manifold was badly cracked. Everything else on the car is stock equipment. It does not have overdrive; the engine is in good shape with good compression; most of the peripherals have been upgraded since I bought the car (distributor, coil, fuel lines, starter, 5-blade fan, new clutch hydraulics). The car would benefit from upgraded seats and interior work. I have lots of extras that I will include with the car (Tonneau cover, original manuals, some parts for the interior restoration, an extra set of SU carbs, and other minor items including (2) Chrome headlight rims).

I am asking \$6500, but will consider all reasonable offers from truly interested buyers. I would like to sell the car before I have to store it for another winter season.



Please contact Donna Rudiger at donna.beamer66@gmail.com 360-770-5756

2. 71-73 HILLMAN/SUNBEAM AVENGER, PLYMOUTH CRICKET PARTS - Shop manual set. Mostly new: ext. front lens, estate left tail, Hoses brake kits, eng. gasket set, ex. twin down pipe, wheels, eng. head. LATE 60's ARROW/HUNTER SEDAN, ALPINE COUPES (baby barracuda) New fit. & rear ext. lamp assy. &/or lens, speedo cluster. Used fit. & rear axle assy. / eng. / trans. / wheels, etc. CALL AS I HAVE DISSASSEMBLED A COUPLE OF WRECKED 1969 SUNBEAM ALPINE COUPES and ALPINE ROADSTER. 503-351-3618 Richard cricket-73@comcast.net

3. **1964 Series IV Sunbeam Alpine.** Last licensed in 1982, garaged continuously since. Excellent restoration candidate. Less than 1000 miles on 1592cc engine completely rebuilt in 1981, Weber conversion also completed in 1981. While there is rocker panel rust, this is a desert car (Pocatello, Idaho) and the chassis looks much more rust free from below than all other Alpines examined. Car is virtually complete and assembled, but has not been started in over a decade. I am the second owner. This was my first car, purchased in 1976. \$2500 O.B.O. near Carnation, WA. I'm hoping to find someone who wants to undertake the complete restoration that I always intended.

Buell Ish buell@vectrafitness.com

4. 1967 Series 5 Alpine 70,000 miles, stored last 10 years, rust free Arizona car, in British Green. Asking \$10,500 – Offers! Contact Don Atchison 1 360 275 2773. Located in Belfair



WANTED

1. “Looking for Sunbeam Alpine/Tiger **hardtop** for a Tiger Mark 1a. Please call Josie at 250 613-0065.”
2. I am looking for a LAT 40 hood or louvered hood for my Tiger MKIA. Would even consider stock hood. Chuck 206-367-3406 (cottageblue@msn.com)

Want to avoid mail delays? Receive your next issue of the PTC Newsletter emailed to you on-line. Contact us at Tiger2@telus.net with your email address

5. For Sale - 1964 Sunbeam Alpine - Series V 1725cc engine. Very good running condition. Maintained by licensed mechanic. Black on black. Hard top with new liner. Asking \$7,900. For pictures and info email mbseifert@shaw.ca.

6. I have 6 Alpine steel wheels. If you would like to rescue these little gems before they become a part of the Kent Community rubbish collection, then please call me at 253-277-0705. Brett

P.S. They're free!!

Brett Simpson

Automotive Ad Translator:
<http://automotivemileposts.com/cars/adtranslator.html>

Thanks: Jim

More Photos of VRM





REGALIA

Hats, Hats, Hats... We got 'em! \$15.00 +2.50 for shipping, all have the "Pacific Tiger Club" Logo on the front, some have Tiger or Alpine on the side and some have no added logo on the side. Make all forms of payment to "Pacific Tiger Club" and mail to Budd Bennion, 14720 30th Ave NE, Seattle WA 98155-7512.



Want a "Pacific Tiger Club" logo on your coat? Note to all, since there is not an official club jacket, etc. I can have the club logo embroidered on any article of cloths you have. Bring me your favorite jacket or buy a new one, anything, shirt, blanket, bag, etc. Cost \$8.50, shipping is extra.

Budd Bennion

Save postage by picking up regalia at club meeting

Contact Budd Bennion for current prices.



Pacific Tiger Club

ddunn@andoverco.com